Maharashtra 2004-2005

New Trains:

1. 2907/2908 Maharashtra Sampark Kranti Express from Nizamuddin to Bandra (T) (tri-weekly)-4.11.2004.

2. 5217/5218 Muzaffarpur-Lokmanya Tilak (T) Jansadharan Express (weekly): 2.10.2004

3. 1051/1052 Mumbai-Howrah Express (weekly) by extending 2103/2104 Lokmanya Tilak (T)-Nagpur Express upto Howrah-5.1.2005.

4. 9271/9272 Bhavnagar-Bandra (T) Express: 10.5.2004

Extension:

1. 9049/9050 Rajendra Nagar-Valsad Express upto Bandra (T): 16.3.2005

Frequency:

1. 1067/1068 Lokmanya Tilak (T)-Faizabad Saket Express from weekly to bi-weekly: 10.9.2004

2. 1017/1018 Bangalore-Mumbai Chalukya Express from tri-weekly to 6 days in a week by canceling 1049/1050 Dadar-Yeswantpur Express (bi-weekly): 12.9.2004

3. 2141/2142 Lokmanya Tilak (T)-Rajendra Nagar Express from 6 days in a week to daily-21.3.2005

4. 2129/2130 Pune-Howrah Azad Hind Express from 5 days a week to daily by extending 2131/2132 Pune-Nagpur Express (bi-weekly) upto Howrah: 8.9.2004

Pantry car in mail and express trains

1924. SHRI SANJAY RAUT: Will the Minister of RAILWAYS be pleased to state:

(a) how many long distance mail and express trains do not have a separate pantry car for serving hot and fresh refreshments to railway passengers and how many mail and express trains have pantry car facilities;

(b) whether it is a fact that Railways has incurred heavy loss for providing refreshments to railway passengers since last so many years as Railways does not offer any subsidy thereon;

(c) if so, the details of reasons therefor; and

(d) the details of steps taken or proposed to be taken for providing quality and fresh refreshments to railway passengers at ostensible price by avoiding losses thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) There are about 468 long distance Mail/Express trains which presently do not have pantry car and approximately 250 Mail/Express trains including Rajdhani/Shatabdi trains, are running with Pantry Cars.

(b) and (c) Based on costing methodology, losses have been incurred by Indian Railways on catering services as a whole. This is mainly due to the reason that total cost of catering services, which *inter-alia* includes running cost of pantry car and terminal cost of both pantry cars and stationary units, is more than earnings from these services.

(d) In order to provide quality and fresh refreshments at reasonable price with a view to avoid losses, Indian Railways Catering and Tourism Corporation (IRCTC) has been set up to upgrade, professionalise and manage the catering service and upgrade the quality of food and earnings. Refreshment Rooms, Automatic Vending Machines, Food Plazas and Stalls have been established through reputed and experienced caterers. Regular and surprise checks are conducted by officials of Railways/IRCTC to monitor quality/quantity/tariff of catering services. Licences are being awarded through two packet open tender system on competitive bidding basis in which a minimum of 12% of sales turnover is fixed as floor price and licence is awarded to the highest bidder. Sales of units are assessed realistically to avoid losses to Railways.

Rail accident at Datia

1925. SHRI KALRAJ MISHRA:
SHRI LALIT SURI:
SHRI RAJKUMAR DHOOT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Gwalior bound Bundelkhand Express jumped off tracks